

# **Transit Oriented Development Overview**

June 15, 2010



## **BRAC Implementation Committee**

- **Provide background on Transit Oriented Development and the role in responding to transportation challenges**

# Comprehensive response to transportation challenges

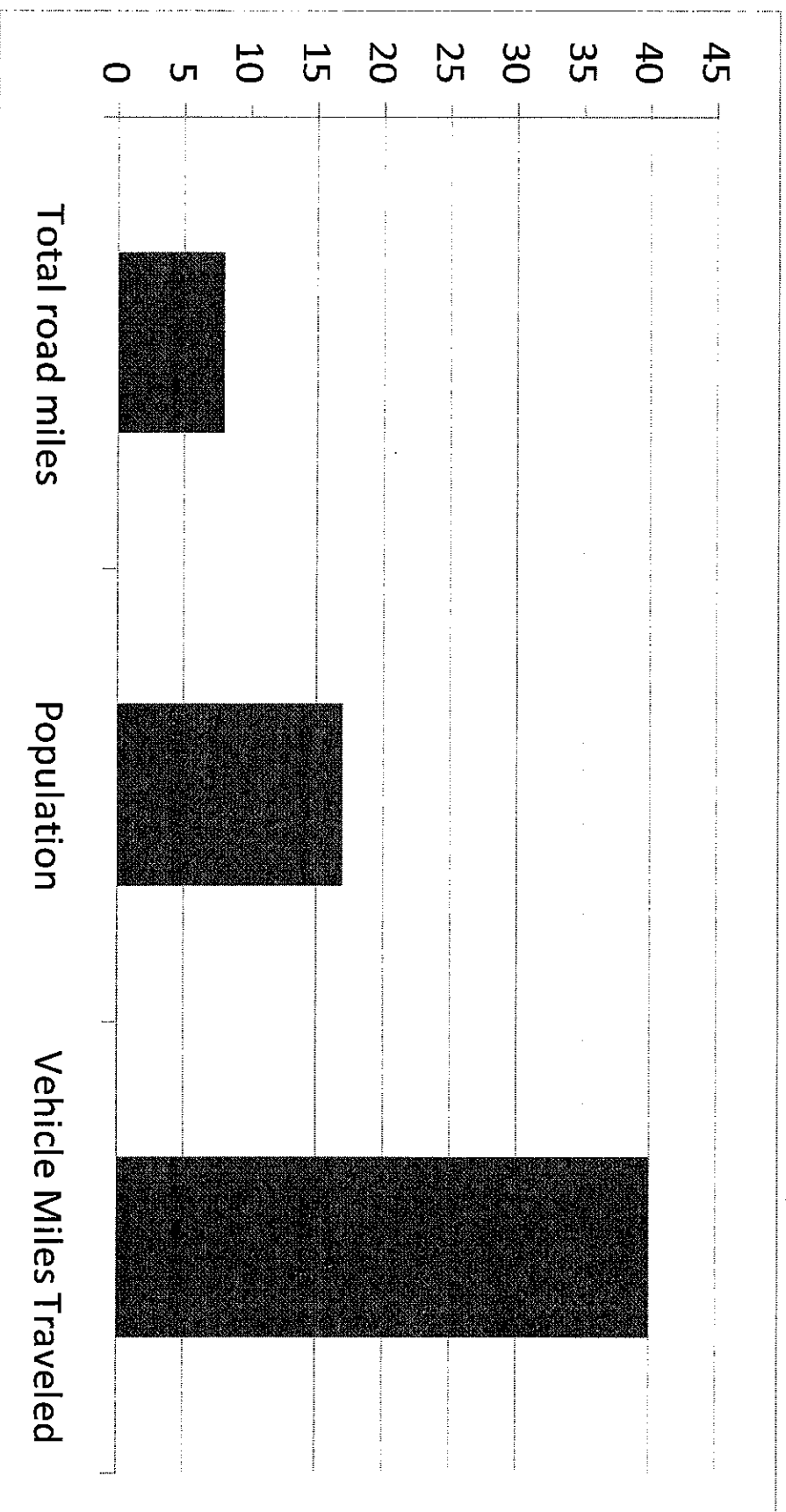
- Transit
- Highway
- Bicycle, pedestrian access
- Demand management
- Land-use & transportation coordination

# State land use patterns

- Suburban and exurban growth
  - Between 1973 and 2002, 650,000 acres developed
- 1.1 million new residents by 2030
  - Would consume 560,000 acres of open space, under current patterns

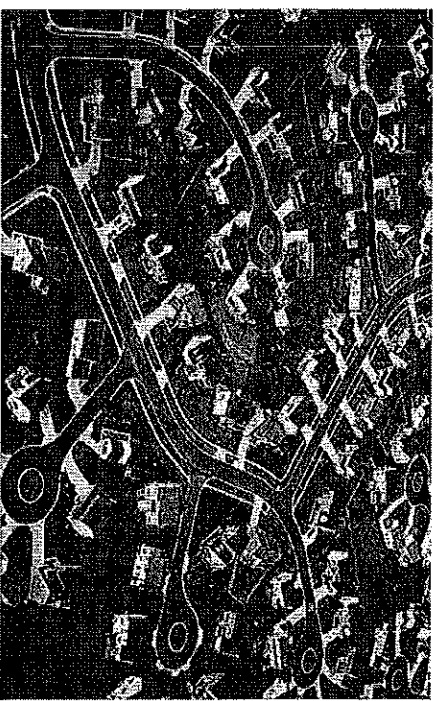


# Percentage Growth in Maryland 1990-2006



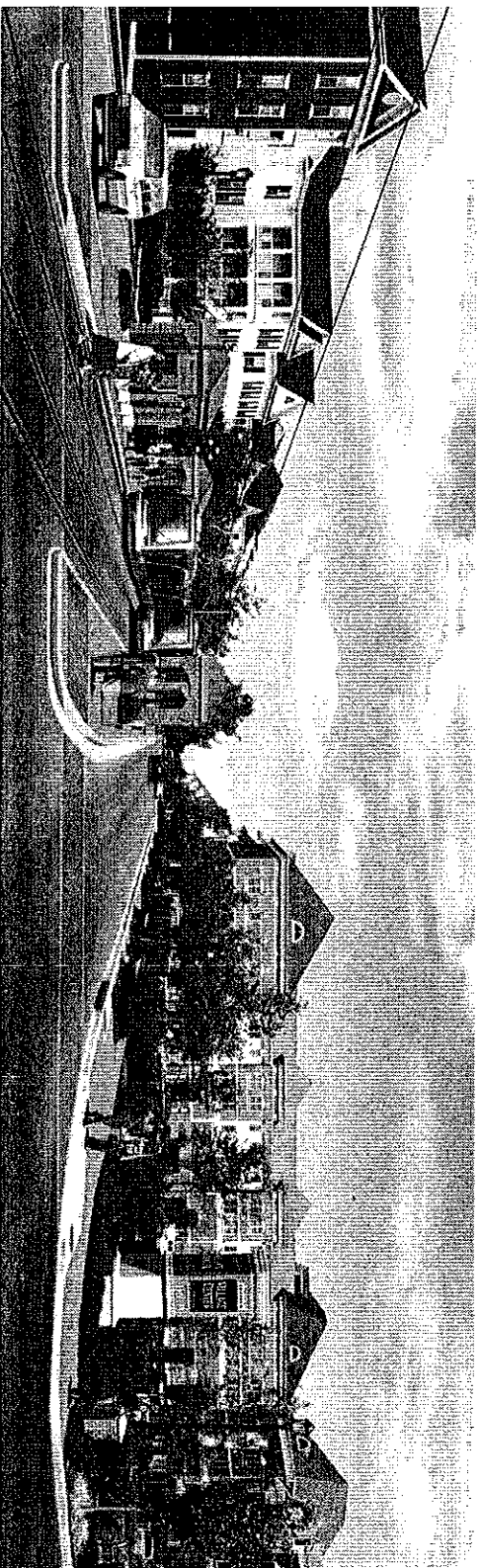
# Transportation

- Marylanders have the second longest commute
  - 255 hours per year
- Lower density development challenging to serve with transit – inefficient, costly

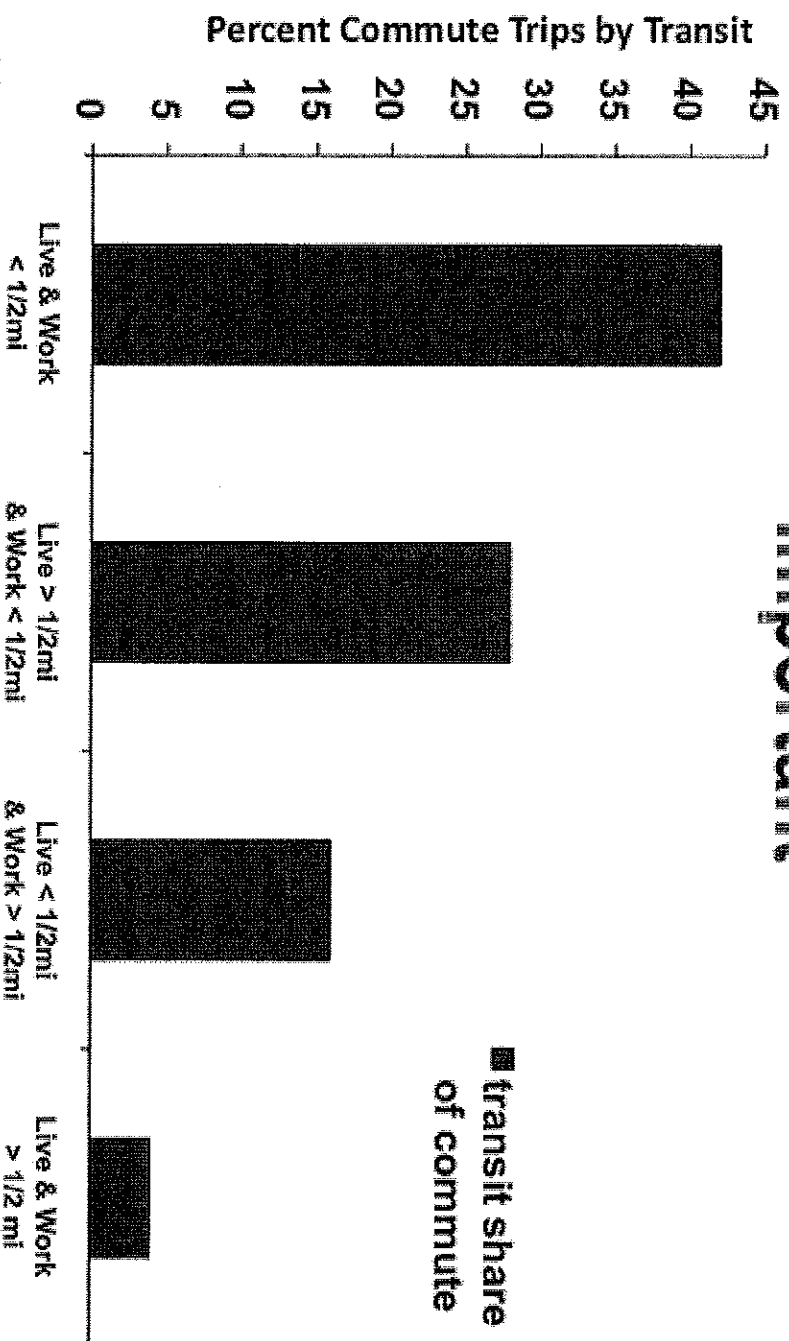


# Walking distance to transit

- People living in walking distance to transit are up to 5 times more likely to ride it
- Drive an estimated 40-60% less
- Own fewer cars



# Job and Housing Location Are Important

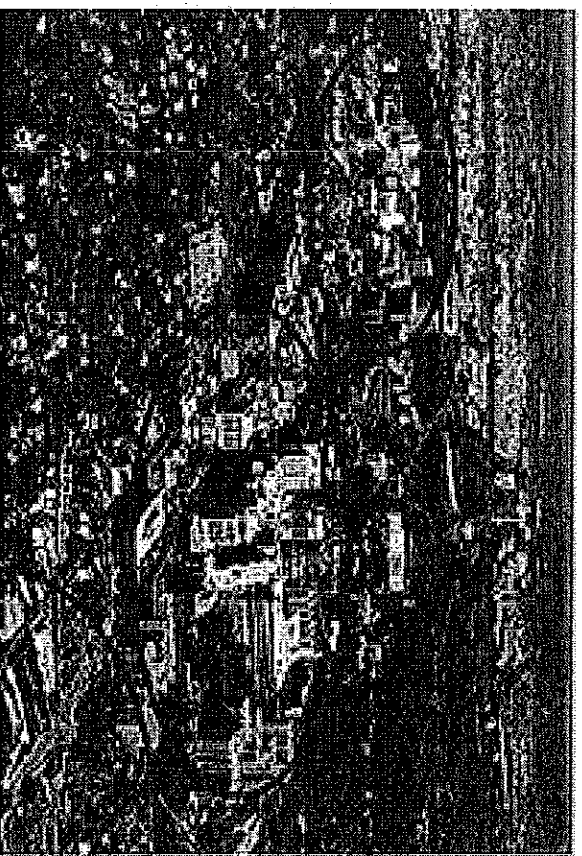


Source: Metropolitan Transportation Commission



# Characteristics of TOD

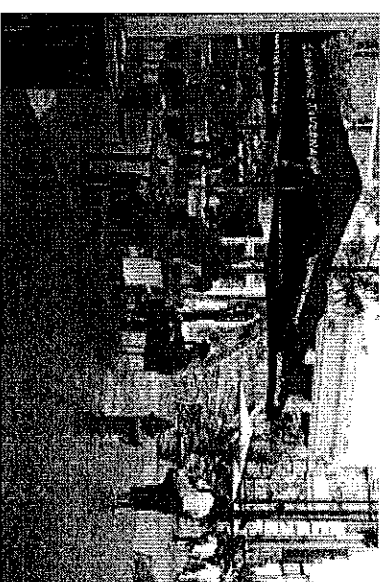
- Proximity
- Density – scale, focus near station
- Mixed-use
  - Access daily needs without driving
- Design – lively places
- Walkable
- bike-friendly
- Community engagement



# Transit Oriented Development

*Concentrating jobs, housing, retail within walking distance to transit stations; creating vibrant communities.*

- Projects more difficult to implement than Greenfield developments
- TOD requires support of many actors: developers, local government, transit agencies, community
- Local – planning & zoning, permitting, community engagement
- State supporting: *Smart, Green & Growing*



# TOD initiatives

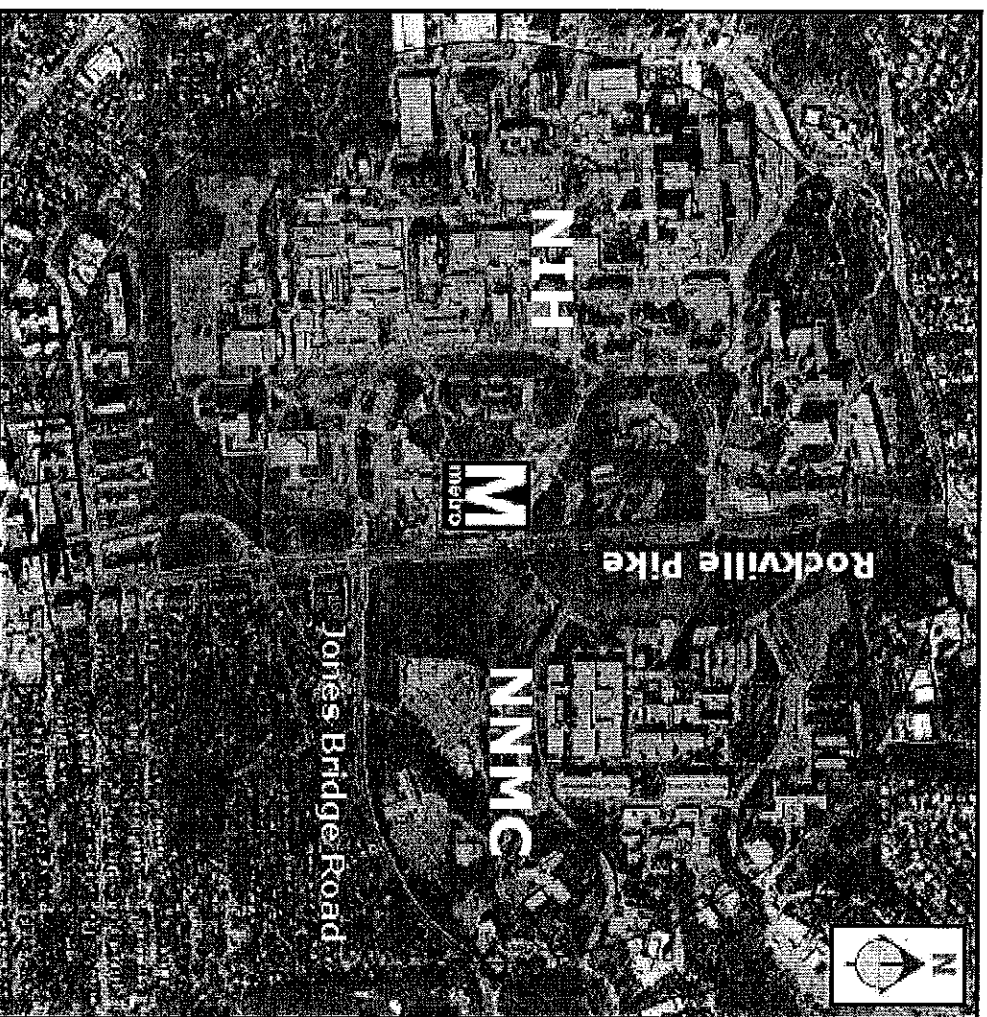
- State legislation in 2008 – **TOD is part of MDOT's mission!**
- Tools
  - MDOT resources
  - Maryland Economic Development Corporation
  - Predevelopment planning, feasibility funding
  - Priority for the location of State offices and labs, under Governor O'Malley's Executive Order
  - Sustainable Communities Act of 2010 – Heritage Tax Credit
  - Priority consideration for Smart Growth programs

# Support TOD projects

- Joint Development
  - MDOT Office of Real Estate
  - WMATA Joint Development Program
    - Revised Guidelines (first used in Wheaton)
    - New direction/leadership
- Work with public and private
  - ½ mile of transit station – part of a plan to encourage walking and transit ridership

# Bethesda/Medical Center

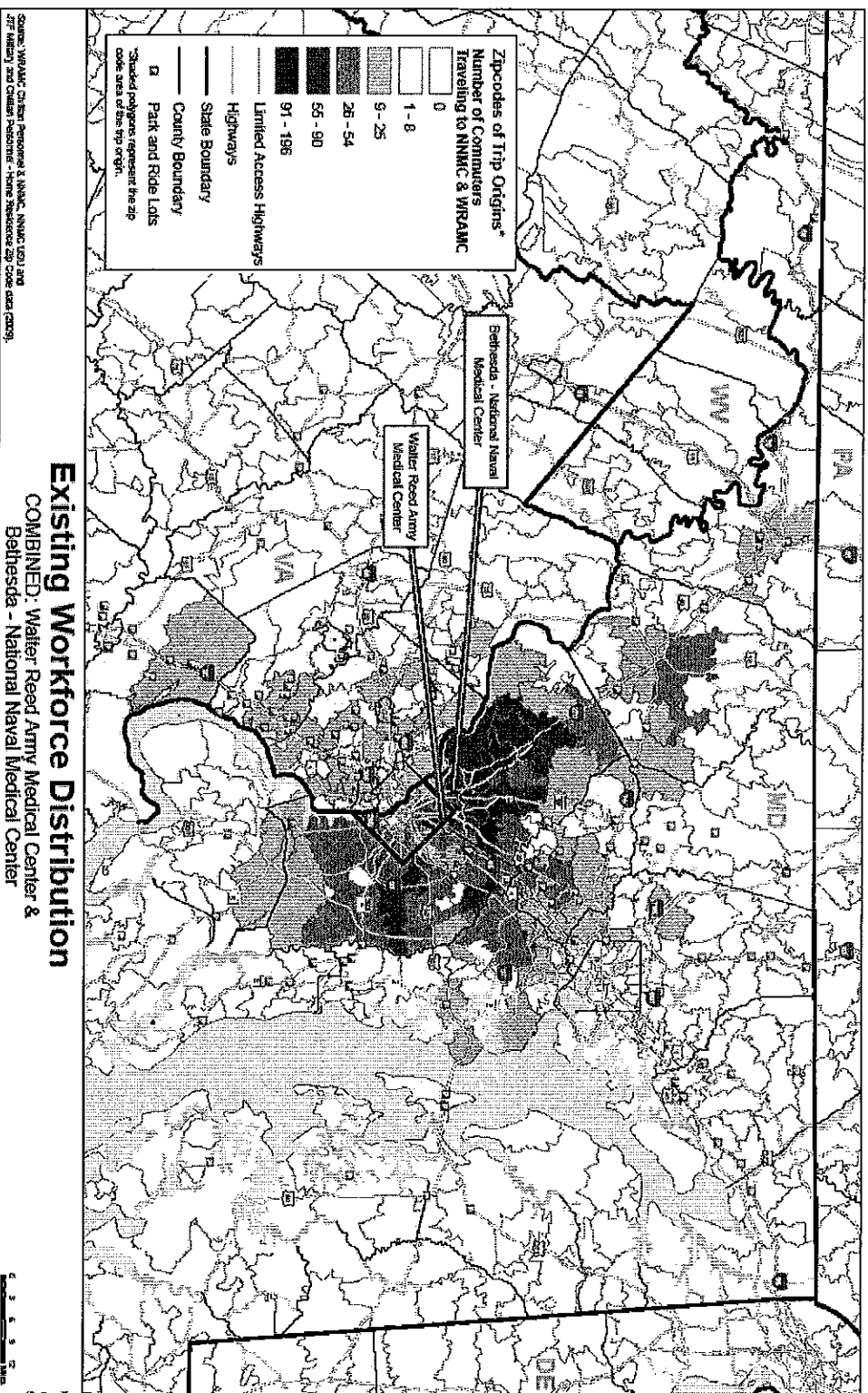
- Proximity to transit is an advantage
  - Jobs within walking distance



# Job growth projections

	<i>Current</i>	<i>2011</i>	<i>2020</i>
Navy	8,000	10,200	n/a
NIH	18,600	n/a	22,000
Bethesda/Chevy Chase	88,016	n/a	96,624
Countywide	500,000	n/a	590,000

# Origins – spread out

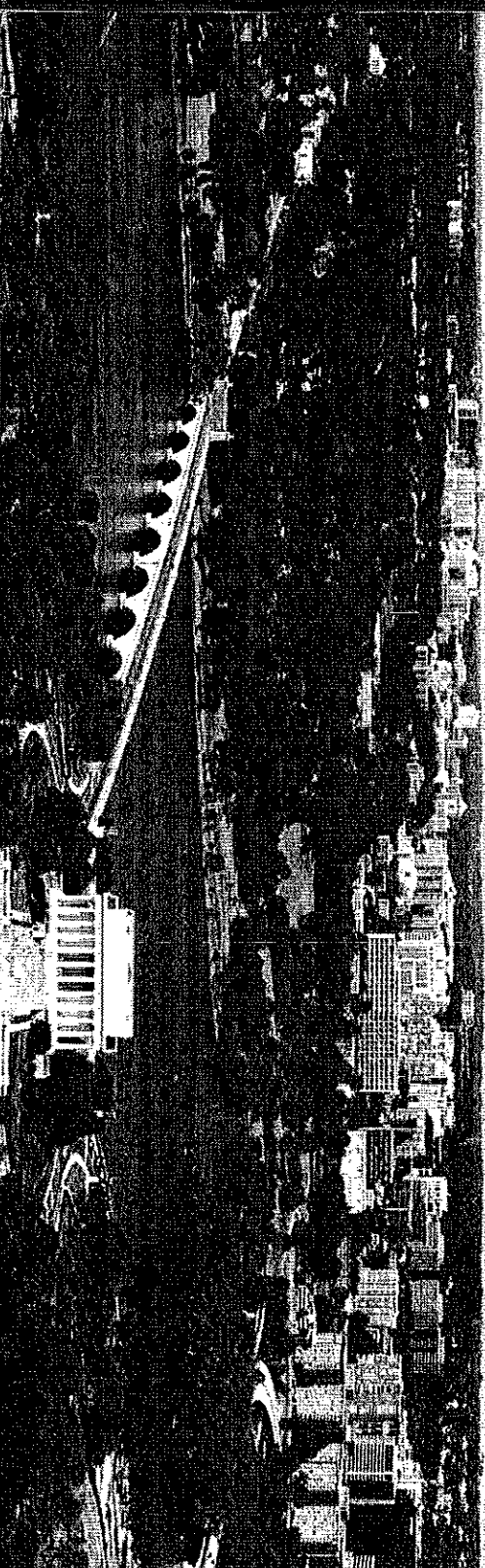


# PRICED OUT

Persistence of the Workforce Housing Gap in the Washington, D.C., Metro Area



Terwilliger Center for Workforce Housing





## Montgomery Household Profile

### NIH Employee and Daycare Worker in Montgomery County (Dual-Income Household)

#### Vital Statistics:

- Household Type: Married Couple, Three Children
- Professions: NIH Researcher and Daycare Worker
- 2009 Annual Household Income: \$94,000
- 2009 Affordable Home Price Range: \$310,000-\$360,000
- Required Downpayment: \$31,000-\$36,000
- Percent of AMI for Five-Person Household: 84%

The for-sale housing options affordable to a five-person family in this income range are quite limited within a 20-minute no-traffic drive of NIH (indicated by the black star on the maps below). Many of the homes that are affordable within this price range and proximity may not have enough bedrooms for a family of this size.

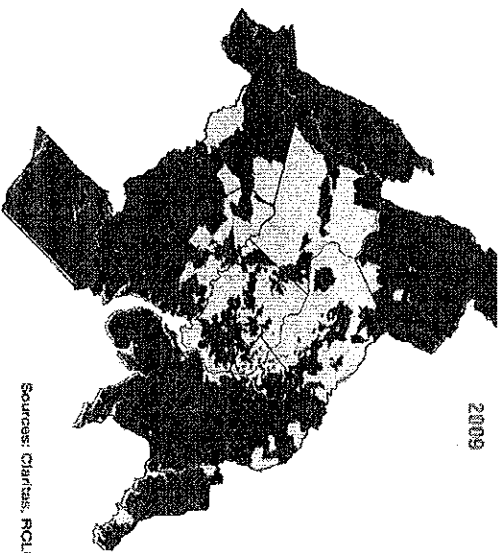


### Locations with Affordable Median Home Values for Profound Family 2000 and 2009

- Affordable
- ★ Priced Out
- ★ Place of Employment



2000



2009

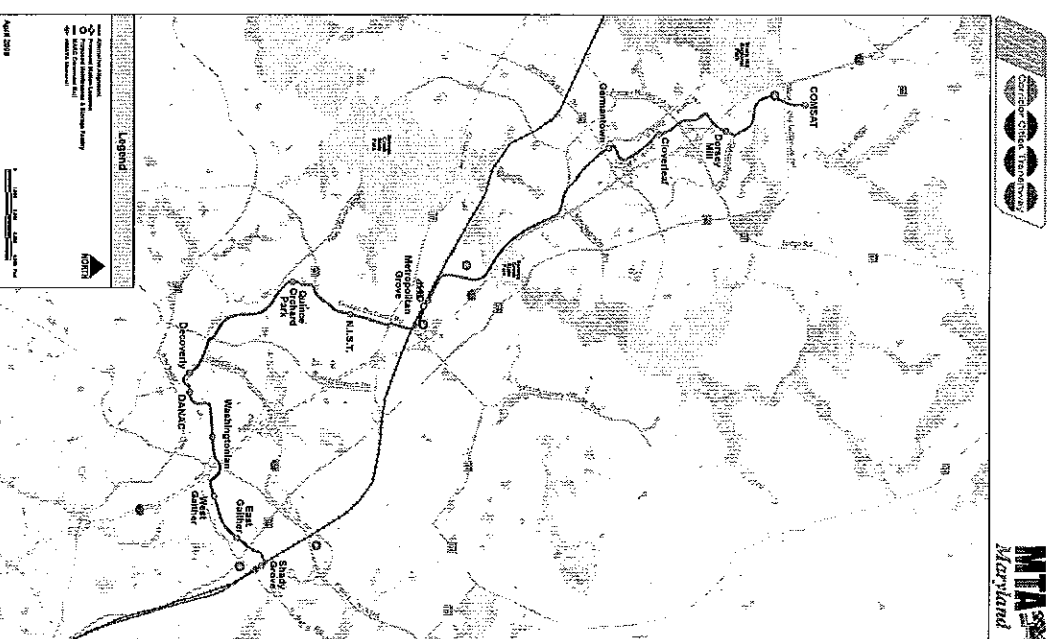
Sources: Chorus, RALDO.

# **Connecting Places by Transit: Corridor projects**

- **White Flint**
  - WMATA site: NRC expansion/mixed use project
  - Sector plan – transform auto-oriented area into transit oriented. Highest density near Metro/Pike
- **Twinbrook Commons** – transforming a parking lot into a mixed-use community

# Connecting Places by Transit: Corridor projects

- Smart Growth Initiative
  - Shady Grove:  
Redevelopment of 90-  
acres of county-owned  
industrial land into TOD
  - CCT/Gaithersburg West
    - Transform life sciences  
center from auto-oriented  
office parks into transit-  
oriented center
- Purple Line



# Summary

- Comprehensive transportation approach includes transit, road, bike/pedestrian, demand management and land-use coordination
- Bethesda/BRAC/NIH
  - Jobs concentrated within walking distance of transit
  - Opportunities for TOD in the Red Line/CCT corridor
  - Affordable/workforce housing a challenge

# Thank You!

Andrew J. Scott

Special Assistant to the Secretary for Economic Development  
Maryland Department of Transportation

[ascott@mdot.state.md.us](mailto:ascott@mdot.state.md.us)

[www.marylandtransportation.com](http://www.marylandtransportation.com)

410-865-1095